

## SECTION 10. MISCELLANEOUS CERTIFICATION INFORMATION

**1. GENERAL.** The information in this section is supplemental and does not always apply directly to the actual certification of airmen. Some of the information is safety-related. Inspectors should be aware of this information and relate it to examiners or flight instructors. Other information notes items to consider during surveillance of airmen, instructors, or examiners.

**3. USE OF SIMULATORS OR OTHER TRAINING DEVICES (APPROVED ACCORDING TO ADVISORY CIRCULAR 120-40A) TO CONDUCT FEDERAL AVIATION REGULATION (FAR) § 61.58(C) PROFICIENCY CHECKS.** FAR § 61.58(c) requires that to serve as pilot-in-command (PIC) of an aircraft certificated for more than one pilot crewmember, the PIC must have completed a proficiency check in the particular type aircraft since the beginning of the 24th calendar month before the month in which the pilot acts as PIC. However, FAR § 61.58(d) provides that, for airplanes, the maneuvers and procedures required for the checks and test prescribed in FAR § 61.58(c)(1), (2), and (4), and FAR § 61.58(c)(3) in the case of type ratings obtained in conjunction with a FAR Part 121 training program, may be performed in a qualified simulator or other training device in accordance with applicable provisions set forth in the FAR.

*A. Recent Simulator Technology.* Recently breakthroughs in computer technology have permitted development of highly sophisticated computerized electronics and computer-generated visual imagery in aircraft simulators and training devices. Authority for the increased use of simulators and training devices has been incorporated in the various FAR relating to the certification of pilots.

*B. Expanded Use of Simulators.* The Federal Aviation Administration (FAA) has indicated its commitment to permit the expanded use of simulators and training devices in connection with the training and practical testing of pilots as the state of the art develops and as public interest dictates. The simulator approval criteria contained in Advisory Circular (AC) 120-40A, Aircraft Simulator and Visual System Evaluation and Approval, are periodically updated along with simulator technology in order to ensure maximum transfer in flightcrew training and to ensure that the simulator or training device factually represents the aircraft and flight environment.

*C. Exemptions.* The FAA has issued exemptions from FAR § 61.58(c) to permit the petitioner to com-

plete an entire 24-month PIC check in an FAA-approved flight simulator, subject to specified conditions and limitations; i.e., the pilot taking the check must have completed three landings within the past 90 days in the particular type aircraft for which the flight check is required if the simulator is not approved for the landing maneuver.

*D. Inspector Familiarity with Exemptions.* Each Flight Standards District Office (FSDO) will take necessary action to ensure that the simulator approval criteria outlined in AC 120-40A is closely followed. Inspectors should be familiar with exemptions issued to ensure that trainees receive the required training from the exemption holder and the conditions and limitations of the exemptions are strictly observed.

**5. USE OF AN AIRPLANE SIMULATOR OR TRAINING DEVICE IN ACCORDANCE WITH FAR § 61.57(D).** FAR § 61.57(d) permits the use of an airplane simulator or training device to accomplish those items listed in Appendix A of FAR Part 61 which are not specifically required to be performed in flight. This authority extends to any applicant for an airline transport pilot (ATP) certificate or additional type rating, including an applicant not employed by a FAR Part 121 operator, provided the requirements of FAR 61.57(d)(1) and (2) are met. Any applicant, regardless of employment status, may fulfill FAR § 61.57(d)(2) requirements and benefit from the authority to use a simulator or training device as specified by this subpart of the FAR. FAR § 61.57(d) does not permit the use of a simulator to satisfy those items that are required to be accomplished in flight by Appendix A. This authority is contained in FAR 61.157(e) and this clarification of policy does not extend to that subpart of FAR. Additionally, this policy in no way expands the waiver authority addressed in FAR § 61.157(c). The waiver authority contained in FAR § 61.157(c) is explicitly limited to pilots employed by FAR Part 121 certificate holders.

**7. COMPLIANCE WITH ENGLISH LANGUAGE REQUIREMENTS OF FAR PART 61 FOR PILOT CERTIFICATION.** FAR §§ 61.75(g), 61.83(b), 61.103(b), 61.123(b), 61.151(c), and 61.183(b) have requirements governing competency in the English language for all grades of pilot certificates issued under FAR Part 61. The language competency of a pilot certificate applicant is determined during the early stages of the pilot certification process, except in the case of a pilot applicant under FAR § 61.75. In the latter case, an FAA inspector handles the foreign pilot certificate application.

The inspector evaluates the English language competency of the applicant and issues the certificate with appropriate limitations. However, regardless of whether the pilot applicant's background is domestic or foreign, the applicant is routinely required to demonstrate specific skill levels in reading, writing, conversation, and comprehension of the English language appropriate to the certificate sought. When prescribed competency is not demonstrated, an operating limitation must be placed on the certificate issued, making it invalid for flights requiring the use of English.

*A. Background.* In recent years, incidents which indicate a lack of English language competency by pilots have occurred with increasing frequency. Although most incidents have involved foreign nationals in specific areas, some of these incidents have involved citizens born in the U.S. It is apparent that the English language competency requirements of FAR Part 61, in some cases, may not have been fully met at certificate issuance. This situation needs to be closely monitored.

*B. Pressure of Radio Communications.* Operating experience concerning the English language competency problem indicates that occasionally persons are apparently able to "read, speak, and understand the English language" sufficiently to show compliance with the language requirements of FAR Part 61 in a favorable environment. However, these same persons may not be able to read, speak, and comprehend the English language sufficiently to respond correctly within a reasonable time to radio communications and to function safely and efficiently while operating in the air traffic environment. Although a lack of English language competency in communication is believed to be more common in specific areas, this guidance is intended to intensify English communications awareness among all users of the national airspace system and to help identify the need for appropriate regulatory change in the FAR Part 61 language requirements. This information serves to highlight problems associated with the use of English in radio communications between persons of both foreign and domestic backgrounds and the air traffic facilities throughout the airspace system.

*C. Aviation Standard.* The English language has been accepted as the international standard by the International Civil Aviation Organization (ICAO). However, the effectiveness of FAR Part 61 regarding the English competency of pilots of all nationalities depends on compliance with, and enforcement of, the English language competency requirements.

*D. Information to Disseminate.* Inspectors and examiners should ensure that the following information is disseminated during contacts with flight and

ground instructors, approved schools, and the aviation community.

(1) Inspectors and pilot examiners should require positive personal identification from each applicant for a pilot certificate under the FAR.

(2) Inspectors and pilot examiners should ensure that the limitation "NOT VALID FOR FLIGHTS REQUIRING THE USE OF ENGLISH" is placed on the pilot certificate issued to an applicant who is unable to demonstrate compliance with the appropriate English language competency requirements of the FAR.

(3) Under FAR § 61.75, applications for a pilot certificate may not be accepted by an inspector through the mail. An application presented in person at a Flight Standards District Office (FSDO) may be processed and an appropriate certificate issued. The certificate will not bear an English language limitation only when the FAA has verified that the applicant is able to speak and understand the English language sufficiently. An English language limitation may be removed when the person demonstrates competency in the English language (see section 5, paragraph 3E of this chapter).

(4) If the holder of a pilot certificate without an English language operating limitation cannot demonstrate compliance with the English language competency requirements for the grade of pilot certificate held, inspectors should initiate action in accordance with chapter 182, Conduct a Violation Investigation, and FAA Order 2150.3, Compliance and Enforcement Program. Under Title 49 of the United States Code (49 USC), this could result in suspension, revocation, or reissuance of the pilot certificate with an appropriate operating limitation.

**9. PILOT CERTIFICATE REQUIREMENTS AND THE LOGGING OF FLIGHT TIME IN HANG GLIDERS, ULTRALIGHTS, POWERED (MOTORIZED) GLIDERS, AND OTHER VEHICLES.** The following guidance is designed to clarify issues concerning the logging of flight time and minimum pilot certificate requirements for hang gliders, ultralights, and similar vehicles.

*A. Noncertificated Vehicles.* The FAA does not require a pilot certificate to operate hang gliders, ultralights, etc., unless the vehicle is type-certificated as an aircraft in a category listed in FAR § 61.5(b)(1) or certificated as an experimental aircraft under FAR Part 21. If the vehicle is certificated under either Part, at least a student pilot certificate is required.

*B. Logging Time.* Unless the vehicle is type-certificated as an aircraft in a category listed in FAR

§ 61.5(b)(1) or as an experimental aircraft, or otherwise holds an airworthiness certificate, flight time acquired in such a vehicle may not be used to meet requirements of FAR Part 61 for a certificate or rating or to meet recency of experience requirements.

*C. Minimum Certificate Requirements.* To operate a small aircraft with an experimental airworthiness certificate, at least a student pilot certificate is required. The certificate must be properly endorsed in accordance with FAR § 61.87, except in the case of an aircraft operating limitation which requires the pilot-in-command (PIC) to hold an appropriate category/class rating. In that case, the pilot must hold at least a private pilot certificate.

*D. Logging Time in Powered Gliders.* Flight time in a powered glider cannot be logged as required airplane pilot flight time unless the aircraft is type-certificated as an airplane. Flight time used to meet recency of experience requirements or the requirements for a certificate or rating may only be logged according to the category in which the aircraft is type-certificated; i.e., airplane, glider, etc. Powered gliders may be type-certificated either as gliders or airplanes. AC 21.17-2A, Type Certification Fixed-Wing Gliders (Sailplanes) Including Powered Gliders, provides criteria and lists other means, such as the German Federal Republic developed Joint Airworthiness Requirements (JAR-22) for sailplanes and powered sailplanes, that may be used to type-certificate powered gliders. Self-launching powered gliders that do not meet the acceptable criteria prescribed in AC 21.17-2A may only be type-certificated as airplanes. In this case, the logging of airplane flight time would be appropriate.

**11. PILOT TYPE RATING REQUIREMENTS IN AIRCRAFT CERTIFICATED UNDER SPECIAL FAR (SFAR) 41.** SFAR were adopted to allow certain small propeller-driven, multiengine airplanes originally type-certificated in accordance with FAR Part 23 before October 17, 1979, to be operated at a maximum certificated takeoff weight exceeding 12,500 pounds. These airplanes may also be configured with more than 10 passenger seats.

*A. Air Taxi and Commercial Operators.* FAR Part 135 requirements for air taxi and commercial operators were amended to allow the operation of airplanes certificated under SFAR 41. Since the adoption of SFAR 41, operation of these airplanes is routinely conducted under both FAR Parts 91 and 135. Among the first aircraft to be certificated under SFAR 41 were certain models of Swearingen turbo-prop airplanes, the first of which was certificated on September 25, 1980.

*B. Type Ratings.* Under FAR § 61.31(a), a pilot may not act as PIC of a large airplane (more than

12,500 pounds maximum certificated takeoff weight) unless the pilot holds a type rating for that airplane. FAR 61.63(d) provides the requirements for issuance of type ratings. The FAA, through its aircraft type certification process, concluded that a type rating could be issued for the operation of Swearingen-Fairchild SA-226/SA-277 aircraft. Thus, a single pilot type rating (SA-227) was established and listed in AC 61-89, Pilot Certificates: Aircraft Type Ratings, for pilot type rating reference.

(1) Because of the similarity of the SFAR 41 aircraft to the predecessor model aircraft, the unavailability of the SFAR 41 aircraft, the economic burden connected with placing these aircraft into service, and the sophistication of FAA-approved simulator equipment which permits training and checking to be conducted simulating the more than 12,500-pound maximum takeoff gross weight version, the FAR permitted the type rating check for the Swearingen-Fairchild SFAR 41 aircraft to be given in the non-SFAR 41 aircraft which required no type rating.

(2) It is considered appropriate to allow pilots of FAR Part 135 operations who were fully qualified in the non-SFAR 41 version of this aircraft and who had satisfactorily completed the FAA-approved differences ground training course and a written or oral test for the SFAR 41 aircraft to operate that aircraft in FAR Part 135 operations without a type rating until the pilot's next regularly scheduled instrument proficiency check. This action was accomplished by exemption. A continuation of the above procedure was also deemed appropriate in the case of the Embraer Bandeirante Model 110P1 and P2 aircraft subsequently approved for retrofit under SFAR 41.

*C. Second-in-Command.* FAR § 91.213(a)(1) provides that no person may operate a large airplane without a pilot who is designated as a second-in-command (SIC). However, under an amendment to FAR Part 91, this section was revised to allow SFAR 41 airplanes to be operated without a pilot who is designated as an SIC if that airplane is type-certificated for operations with only one pilot crewmember.

*D. Inspector Information.* Office managers should ensure that all FSDO certification personnel are informed of the above information and are guided by the following instructions concerning the operation of SFAR 41 aircraft.

(1) AFS-800 should be alerted to the existence of aircraft (make, model, and type-certificating region) for which SFAR 41 certification is imminently pending in order to coordinate in establishing an appropriate pilot type rating designator on a timely basis.

(2) The training, testing, and certification of pilots in a series of aircraft type-certificated under SFAR 41 should be accomplished in accordance with the procedures described herein and with appropriate provisions of the operating rules under which the aircraft is to be placed in service. However, the Flight Standardization Board responsible for a particular SFAR 41 aircraft may, through its evaluation, determine that a separate type rating is appropriate.

(3) Because of increased availability of SFAR 41 aircraft, grants of exemption are no longer considered to be in the public interest for the identified aircraft and, when terminated, will not be reissued.

### 13. EXCHANGE OF VALID PILOT CERTIFICATES.

*A. Field Reissuance.* Valid pilot certificates and ratings may be reissued or exchanged by inspectors in the field in accordance with the following.

(1) A certificate issued or last reissued on or after July 1, 1945, may be reissued by applying on FAA Form 8710-1. The dates of valid pilot certificates are found in FAR § 61.11.

(2) Obsolete certificates and ratings may be exchanged for current certificates and ratings in accordance with FAR § 61.9.

*B. Pre-1945 Certificates.* Private or commercial certificates issued before July 1, 1945, have expired and cannot be reissued. Certificates issued between January 1, 1942, and July 1, 1945, could have been exchanged without further showing of competence until August 23, 1956. A person who did not use the exchange privilege is considered to be the same as a person who has never held a certificate. That person must meet the requirements of FAR Part 61, including the need for knowledge and practical tests. Flight time accumulated with the previously held certificate can be credited toward the present requirements for a certificate or rating.

*C. Changes to Personal Data.* A person applying for any change to the personal data on their pilot certificate must present, to an FAA inspector, appropriate documentation acceptable to the Administrator which substantiates the validity of the requested change. The purpose of this documentation is to preclude reissuance of an invalid pilot certificate.

(1) The following items typify the kind of changes that require such documentation:

- change of name
- change of nationality
- change of gender

- change in date of birth

(2) The applicant should fill out a FAA Form 8710-1 for reissuance.

(3) After examining and verifying the documentation, the inspector issues FAA Form 8060-4, reflecting the appropriate change. The inspector fills out the "Inspector's Report" section on the application and forwards the application, the superseded certificate, and a copy of the temporary certificate to AFS-760.

*D. Change of Gender.* For a change of gender on an airman certificate, the original copies of two documents must be provided to the certifying inspector. After examining and verifying these documents, the inspector photocopies the documents and attaches the photocopies to Form 8710-1. In Block I, under "Other," the inspector notes "gender change reissue." The file is then forwarded to AFS-760 for processing. The required documents are:

(1) a court order, issued by a court of the U.S. or its territories, stating that the individual has changed his/her gender to \_\_\_\_\_, or a court order stating that the individual's gender is \_\_\_\_\_; and

(2) a physician's statement clearly indicating that the individual is physically the gender noted on the court order.

*E. Lighter-Than-Air Category Ratings.* On November 1, 1973, pilot certificates with a lighter-than-air category rating, which had no class rating, became obsolete (not expired). The same is true of pilot certificates showing a free balloon class rating but not the lighter-than-air category rating. Holders of these certificates were originally qualified in the airship class.

(1) There was a time when anyone could walk into a FSDO and, by merely filling out an appropriate form, receive a private pilot certificate with "HOT-AIR BALLOON ONLY" shown in Section XII of the Temporary Airman Certificate.

(2) Until April 3, 1965, it was possible to obtain private pilot certificates with balloon class ratings and no category rating depicted on the certificate. Holders of these certificates had to qualify in gas balloons to be authorized to serve as PIC of any sort of free balloon. Individuals who qualified in hot-air balloons with airborne heaters received ratings which read, "FREE BALLOON, LIMITED TO HOT-AIR BALLOONS (WITH OR WITHOUT AIRBORNE HEATER)," and could fly any hot-air balloon but not a gas balloon. Qualification in the carnival-type balloon without an airborne heater limited the certificate holder to these hot-air balloons only.

(3) Before November 1, 1973, no provisions existed for issuing private pilot certificates for free balloons; consequently, until October 31, 1975, (when the “grandfather privileges” of FAR Part 61 expired), obsolete balloon pilot certificates were reissued as commercial pilot certificates, with appropriate category and class rating.

(4) Two conditions may be encountered in exchanging lighter-than-air pilot certificates.

(a) If the certificate does not contain a class rating and was submitted for exchange before November 1, 1975, a new private or commercial pilot certificate, as appropriate, will be issued as “LIGHTER-THAN-AIR-AIRSHIP AND FREE BALLOON.”

(b) If the certificate shows a lighter-than-air category and contains an airship-class rating issued before October 31, 1973, and application was made for a free-balloon rating after November 1, 1975, the holder must pass the appropriate free-balloon flight test. To obtain an unlimited free-balloon class rating, the applicant would have to pass the gas balloon flight test.

(5) Several variations of balloon certificates may be presented for exchange.

(a) If the obsolete certificate reads “FREE BALLOON,” it will be reissued as “LIGHTER-THAN-AIR - FREE BALLOON.”

(b) If the certificate reads “HOT-AIR BALLOONS ONLY” or “FREE BALLOON, LIMITED TO HOT-AIR BALLOONS (WITH OR WITHOUT AIRBORNE HEATER)” it will be reissued as “LIGHTER-THAN-AIR - FREE BALLOON, LIMITED TO HOT-AIR BALLOONS WITH AIRBORNE HEATER.” The hot-air balloon limitation may be removed when the holder obtains the pilot experience required for a rating on a gas balloon. No flight test is required.

(c) If the certificate reads “HOT-AIR BALLOON WITHOUT AIRBORNE HEATER” or “FREE BALLOON, LIMITED TO HOT-AIR BALLOONS (WITHOUT AIRBORNE HEATER)” it will be reissued as “LIGHTER-THAN-AIR - FREE BALLOON, LIMITED TO HOT-AIR BALLOONS WITHOUT AIRBORNE HEATER.” To have the airborne heater limitation removed, the holder must obtain the pilot experience and pass the flight test required for a hot-air balloon with an airborne heater rating. To have the hot-air balloon limitation removed completely, the pilot must obtain the experience and pass the flight test for free [gas] balloons.

(6) If, after November 1, 1974, the applicant obtained the pilot experience (private or commercial) and successfully completed a flight test in a hot-air free balloon without an airborne heater, the limitation in Section XII should be, “LIGHTER-THAN-AIR, FREE BALLOON, LIMITED TO HOT-AIR BALLOONS WITHOUT AIRBORNE HEATER.” This limitation (without airborne heater) can be removed by obtaining the required experience and passing the flight test required in a free balloon with airborne heater. The limitation in Section XII would then read, “LIGHTER-THAN-AIR, FREE BALLOON, LIMITED TO HOT-AIR BALLOONS WITH AIRBORNE HEATER.”

(7) If the applicant obtains the pilot experience (private or commercial) and successfully completes a flight test in a hot-air free balloon equipped with an airborne heater, the limitation in Section XII would read, “LIGHTER-THAN-AIR, FREE BALLOON, LIMITED TO HOT-AIR BALLOONS WITH AIRBORNE HEATER.” This limitation (with airborne heater) can be removed when the holder obtains the experience required for a rating in a gas balloon. This required experience must be obtained in a gas balloon and no flight test is required. Section XII would read “LIGHTER-THAN-AIR, FREE BALLOON.”

(8) When an applicant obtains the pilot experience (private or commercial) and successfully completes a flight test in a free gas balloon, the limitation in Section XII would read, “LIGHTER-THAN-AIR, FREE BALLOON.”

(9) Unlike “old” FAR Part 61, the new rule does not automatically give the holder of a lighter-than-air category with an airship class rating the privilege to serve as PIC of a free balloon. Before the free balloon class rating can be added to the certificate, the experience and skill requirements for this rating must be met.

(10) Before adoption of FAR Part 61 (revised), there were several cases where a pilot held two certificates, one for heavier-than-air and one for a lighter-than-air class rating.

(a) Holders of these certificates may exchange them for a single pilot certificate bearing all appropriate ratings. Either certificate number may be used. If the applicant expresses no preference, his or her social security number should be used.

(b) Holders of these pilot certificates should be encouraged to combine them into the one certificate at any time either is amended or reissued.

**15. VOLUNTARY SURRENDER OF CERTIFICATE OR RATING.** Application for voluntary

surrender or “downgrading” of a pilot certificate or rating may be accepted by an inspector only in accordance with FAR § 61.27. No certificate or rating shall be accepted for surrender or downgrading unless the applicant submits a request in writing and fully understands that he or she has no reinstatement rights.

*A. Conditions for Surrender.* There are four basic conditions for the surrender of an airman certificate or rating:

- (1) voluntary surrender unrelated to an enforcement case,
- (2) voluntary surrender in anticipation of FAA certificate action,
- (3) voluntary, temporary deposit of an airman’s certificate to the custody of the FSDO when an airman’s competency has been questioned by the FAA and the enforcement action or re-examination is justifiably delayed, and
- (4) surrender at Regional Counsel’s request.

*B. Reason for Surrender.* No airman certificate may be accepted by an FAA inspector unless the reason for surrender is identified. Surrender of that certificate must be in accordance with procedures described in this handbook. Under no circumstance shall a pilot certificate be accepted for voluntary surrender unless the inspector immediately contacts the Regional Counsel and explains the facts and circumstances concerning the surrender. The airman’s certificate may be accepted only with the concurrence of, and in accordance with, directions of the Regional Counsel. Legal enforcement cases involving the surrender of an airman certificate shall be forwarded to the regional office for processing no later than 5 days after the date of certificate surrender.

(1) If no enforcement action is pending or being contemplated under FAR § 61.27, an airman may, for personal reasons, voluntarily surrender the certificate to the FAA for the purpose of cancellation of the certificate, reissuance of the certificate at a lower grade, or reissuance of the certificate with specific ratings deleted.

(a) An airman may have many reasons for voluntarily surrendering or exchanging a certificate. One reason could be that the FAA has questioned the pilot’s competency, and the airman is to be re-examined under 49 USC. In this instance, the airman may elect to surrender the certificate or rating, in writing, in lieu of submitting to re-examination (figure 1-9).

(b) When an airman elects to surrender the certificate as described above, the inspector may accept the certificate, along with a letter of surrender

signed by the airman. The certificate, a copy of the temporary certificate, the application for the issuance of a modified certificate (FAA Form 8710-1), and the Letter of Surrender should be forwarded to AFS-760. A copy of the complete file should be forwarded to the regional operations branch for review.

(c) The surrender letter must clearly spell out the incident or event and the airman’s involvement. The letter must not be conditional and shall be patterned after figure 1-10.

(2) An airman may surrender a pilot certificate to the FAA at any stage of an investigation (see FAA Order 2150.3, Compliance and Enforcement). Great care must be exercised when accepting an airman certificate for surrender when enforcement action is pending.

(a) The eventual action of the FAA could possibly be other than certificate action. In addition, the Regional Counsel’s office may be unable to provide priority handling of such cases (the failure to issue promptly an Order of Suspension or Revocation may impose an undue sanction on the airman).

(b) Not only must the surrender be voluntary, it must also be documented as such. It must be absolutely clear that no FAA coercion was used. For example, if an FAA inspector, during an investigation, has told an airman that the airman had violated a FAR, then accepted the certificate for surrender, the action would not appear voluntary. In a legal enforcement case, no FAA inspector has either the authority or responsibility to make such a statement; this is a function of the Regional Counsel.

(c) The airman shall be told that any statement the airman makes can and may be used against the airman in legal proceedings and that the airman need not make any statement without being represented by legal counsel.

(d) The airman shall be apprised of FAA legal enforcement procedures as described in FAR § 13.15 and 13.19.

(3) An airman may temporarily deposit an airman certificate voluntarily in the custody of a FSDO (for a maximum of 30 days at a time) while the airman is preparing for a re-examination of competence. The airman must be informed, in the presence of a third person, that the airman is not required to deposit the airman certificate with the FSDO or to sign any statement. This procedure can also be used for an airman convalescing from an accident or an illness, or for

a person having the aircraft repaired that is intended to be used for the re-examination flight check.

(a) Temporary deposit shall never be used to resolve a violation of the FAR; i.e., re-examination is not used as a punishment or as a substitute for enforcement action. A temporary airman certificate with the original certificate number affixed may be issued to the airman to allow solo practice in order to prepare for re-examination or to continue flying with limitations. In this case, "passenger carrying prohibited" or other appropriate limitations should be included. For example, if instrument competency is questioned, the temporary airman certificate should omit the instrument rating. The same procedure could be used with any rating questioned. In no case should a student pilot certificate be issued to the holder of another student (or other) pilot certificate. The temporary airman certificate issued and the Letter of Temporary Deposit to the FSDO (figures 1-11 and 1-12) must have the same expiration date. The inspector may issue a new temporary airman certificate for an additional period of 30 days, provided the airman agrees to such action and submits a new Letter of Temporary Deposit to the FSDO with the appropriate expiration date as described above.

(b) If at the end of the expiration date, the airman has not passed the re-examination test, fails to appear, or has not made other acceptable arrangements, immediate legal enforcement action (emergency suspension) shall be taken to suspend the permanent airman certificate or rating in question until the airman demonstrates competency to hold that certificate.

(4) Surrender at the request of Regional Counsel is an action taken as the result of an Order of Suspension or Revocation issued by Regional Counsel. From time to time, the Regional Counsel requests the FSDO to pick up a certificate when an airman fails to surrender the certificate as a result of a Regional Counsel Order. The following actions should be taken by the inspectors:

(a) The specific Regional Counsel instructions should be followed. In most cases, it is requested that an inspector contact the airman to be sure the airman understands that the Order demands the surrender of the certificate.

(b) The inspector shall review the Order of Revocation or Suspension so that the inspector is familiar with the allegations. The inspector should then arrange a meeting with the airman. The inspector should take to the meeting a copy of the Order of Suspension or Revocation, a Loss of Certificate

Affidavit (figure 1-13), and a franked envelope addressed to Regional Counsel.

(c) When meeting the airman, the inspector should present official identification and inquire if the airman has received the Order of Suspension or Revocation. If the airman has not received a copy, present the airman with a copy. The inspector should point out the action taken in the Order and offer to accept the certificate for surrender to the FAA. The inspector shall not enter into a discussion as to the authenticity of the facts, evidence, or the propriety of the sanction. The inspector should advise the airman that failure to surrender the certificate within the period of time specified in the Order would make the airman subject to additional action.

(d) If the airman states that the certificate is lost, the inspector should give the airman the affidavit form and the franked envelope addressed to the Regional Counsel. The inspector should instruct the airman to complete the affidavit and forward it in lieu of the lost certificate.

(e) If the airman does not wish to surrender the certificate to the inspector, the inspector should give the airman the franked envelope addressed to the Regional Counsel so the airman can forward the certificate to the proper office.

(f) If at any time the inspector has any reason to believe that a hostile or dangerous confrontation is likely, the matter shall be discussed with the Regional Counsel before taking the action. When a potentially hazardous confrontation is expected, the inspector can be accompanied to the meeting with the airman by a U.S. Marshal.

#### *C. Issuing a Certificate or Rating to an Airman Who is Under an Order of Revocation.*

(1) An inspector planning to issue a certificate or rating to an airman who is under an Order of Revocation should arrange a meeting with the airman and review FAA Order 2150.3A, paragraph 1307, and FAR §§ 61.13(g) and 61.19(e). At this meeting the inspector will examine the Order of Revocation and become familiar with its contents to ensure that an application from the airman is not accepted prior to the expiration of the periods specified in the previously mentioned sections or as authorized in the Order of Revocation. If found ineligible, the inspector will advise the airman of the reasons.

(2) An inspector who receives an application for an airman certificate from an airman whose certificate has been revoked and who is found ineligible, will disapprove the application and issue an FAA Form 8060-5, Notice of Disapproval of Application,

indicating the reasons for disapproval and using verbiage such as “Applicant disapproved because...”

**17. EMERGENCY ISSUANCE OF REPLACEMENT CERTIFICATE.** In an emergency, an inspector may issue a temporary pilot certificate to replace a lost or destroyed certificate.

*A. Condition of Emergency Issuance.*

(1) The pilot must show that an immediate replacement of the lost certificate is necessary for either the return flight to base, to continue an extended flight, or to continue employment as a pilot.

(2) The pilot must show that he or she is unable, or that it is not feasible, to obtain a facsimile in accordance with FAR 61.29(c).

(3) The pilot must either be personally known to the inspector or must present, in person, acceptable evidence of identity.

(4) The inspector must confirm the validity, grade, and ratings of the lost certificate by telephoning AFS-760.

*B. Temporary Certificate.* The temporary certificate issued should be clearly marked “EMERGENCY FIELD ISSUANCE” (figure 1-14) and be limited to reasonable duration necessary for the pilot to obtain a duplicate certificate from AFS-760 by the most expeditious means. In no case shall the temporary certificate be issued for more than 30 days.

**19. “BLUE SEAL” PILOT CERTIFICATES.** Since 1961, pilot certificates bearing blue seals have been issued to applicants who have demonstrated their ability to control an airplane by reference to instruments.

*A. Blue Seal Incentive.* This seal conveys no additional privileges but was intended as an incentive to holders of other pilot certificates to obtain instrument instruction.

*B. Blue Seal Eligibility.* The following pilots may obtain Blue Seal certificates from inspectors:

(1) private pilots who originally demonstrated their instrument competence on their private pilot practical tests;

(2) the holder of a private pilot certificate who has not previously demonstrated instrument ability by passing a practical test on the instruction required by FAR 61.107(a)(6);

(3) commercial pilots with airplane category ratings whose certificates do not bear ICAO instrument limitations;

(4) the holder of a commercial pilot certificate which bears a ICAO limitation may obtain a Blue Seal certificate by obtaining the flight experience required by FAR § 61.129(b)(2)(ii) and passing a practical test on the control and maneuvering of an airplane solely by reference to instruments;

(5) holders of instrument ratings; and

(6) airline transport pilots (ATP).

*C. Applying for a Blue Seal Certificate.* A pilot who meets the requirements for a Blue Seal certificate may apply on FAA Form 8710-1. The applicant must clearly mark the application, “APPLICATION FOR BLUE SEAL CERTIFICATE” (figure 1-15).

(1) The applicant should present the application, the pilot certificate, logbooks, and any other pertinent documentary evidence to an inspector or pilot examiner for issuance of the certificate.

(2) When the inspector has determined the applicant’s eligibility, the inspector should prepare FAA Form 8060-4, marked “BLUE SEAL CERTIFICATE” as shown in figure 1-16, and complete the certification file in the usual manner, noting on the application the basis for issuance.

(3) An applicant who is tested for a Blue Seal certificate and found unsatisfactory shall be issued FAA Form 8060-5 in the usual manner and have the original pilot certificate returned. Any corrective action taken should be completely informal and advisory, unless immediate action is necessary for safety.

**21. LOST LOGBOOKS OR FLIGHT RECORDS.** Aeronautical experience requirements must be shown for a person to be eligible for the issuance or to exercise the privileges of a pilot certificate. A pilot who has lost logbooks or flight time records should be reminded that any fraudulent or intentional false statements concerning aeronautical experience are a basis for suspension or revocation of any certificate or rating held. The pilot who has this problem may, at the discretion of the inspector accepting the application for a pilot certificate or rating, use a signed and notarized statement of previous flight time as the basis for starting a new flight time record. Such a statement should be substantiated by all available evidence, such as aircraft logbooks, receipts for aircraft rentals, and statements of flight operators.

**23. FORGED OR COUNTERFEIT AIRMAN CERTIFICATES.** Inspectors are occasionally required to determine the authenticity of an airman certificate. Inspectors should be able to recognize legitimate certificates during surveillance or certifi-



cation activities. Additionally, law enforcement officers or drug enforcement agents may ask for assistance in identifying counterfeit or forged certificates.

*A. Identification Method.* A quick method to identify counterfeit certificates is to compare the certificate in question with the Inspector's personal airman or flight instructor certificate, as appropriate, using the following list of recognition points.

(1) The maximum dimensions of a legitimate certificate are 3 11/16 inches by 2 3/8 inches. If the inspector is without access to a ruler or tape measure, the certificate size should be compared to the Inspector's certificate.

(2) The identification block, which gives a physical description of the airman, is 3 17/32 inches wide on a legitimate certificate.

(3) The roman numerals for the portions of a certificate are often missing or placed incorrectly on a counterfeit certificate.

(4) All lettering on a legitimate certificate is legible.

**NOTE: On certificates issued after September 1990, the words "Department of Transportation" are no longer surrounding the Department of Transportation seal. The seal is smaller and is surrounded by a white square box.**

(5) A legitimate certificate that was issued after September 1990 does **NOT** have a colon after "Date of Issue." A legitimate certificate that was issued prior to September 1990 does have a colon after "Date of Issue."

(6) The computer-generated printing on a legitimate certificate is purposely in capital letters, and the lettering is not exactly straight along the line of type, i.e., some letters are higher than others. On certificates issued after September 1990, the printing is in alignment.

(7) Legitimate certificates have the correct name of the individual who was the FAA Administrator on the date the certificate was issued.

*B. Suspected Counterfeiting.* Any contact with suspected counterfeit or forged airman certificates should be immediately reported to the Regional Office Civil Aviation Security Division, Investigations and Internal Security Branch. Under no circumstances should an inspector attempt to confiscate a suspected forged or counterfeit certificate.

## **25. CLASS B AIRSPACE ENDORSEMENTS FOR STUDENT PILOTS. FAR § 61.95 specifies**

certain requirements for student pilots operating in Class B airspace.

**NOTE: Effective September 16, 1993, terminal control areas (TCA) became known as Class B airspace.**

*A. Solo Flight in Class B Airspace.* FAR § 61.95(a) prohibits student pilots from operating on a solo flight in Class B airspace unless the requirements of FAR § 61.95(a)(1)-(3) have been met.

*B. Solo Flight To, From, or At an Airport in Class B Airspace.* FAR § 61.95(b) prohibits student pilots from operating on a solo flight to, from, or at an airport within Class B airspace unless the requirements of FAR § 61.95(b)(1)-(3) have been met.

**NOTE: Sample endorsements specifying that student pilots have received ground and flight instruction and have been found competent to operate in Class B airspace are found in figure 1-17.**

## **27. CONDUCT OF TRAINING AND TESTING, SFAR 41 AIRPLANES, BY PILOTS WITH A "SECOND IN COMMAND REQUIRED" LIMITATION ON THEIR TYPE RATING.**

*A. An SIC Required.* The SA227, EMB-110, BE-300/1900, and certain other SFAR 41 airplanes are type certificated for single pilot operations. However, depending on the type of operation conducted (i.e., FAR Part 135 passenger service), an SIC may be required.

*B. Limitation.* Applicants for a type rating practical test in certain SFAR 41 airplanes may opt to complete the practical test as a single pilot or by utilizing an SIC. If the single pilot option is elected, the applicant will receive a type rating without limitation upon satisfactory completion of the practical test. When an applicant satisfactorily completes a practical test utilizing an SIC, the applicant will be issued a type rating with the limitation "SECOND IN COMMAND REQUIRED." To enhance crew complement flexibility, there is a need to establish guidelines for the training and flight testing of applicants for type ratings in SFAR 41 aircraft. These guidelines are intended to apply to the following:

- (1) certificated flight instructors;
- (2) ATP's conducting instruction in air transportation service;
- (3) certificated ground instructors associated with a training center that holds exemption authority;
- (4) aviation safety inspectors;

(5) designated pilot examiners, aircraft and simulator only;

(6) pilot proficiency examiners; and

(7) FAR Part 135 air carrier check airmen and instructors.

*C. Ground Instruction.* The ground instruction required by FAR § 61.63 (d)(6) and 61.157 (f) may be given by an appropriately rated flight instructor who holds a type rating (with or without a “SECOND IN COMMAND REQUIRED” limitation) on his/her pilot certificate for the associated airplane. The ground instruction required by FAR § 61.63 (d)(6)(ii) and 61.157 (f)(2) for employees of a FAR Part 135 certificate holder may be given by an instructor authorized by a FAR Part 135 approved training program.

*D. Simulator Instruction.* Instructors who conduct training in an FAA-approved flight simulator or an FAA-approved flight training device toward the issuance of a type rating must be qualified in accordance with one of the following categories.

(1) Hold a valid flight instructor certificate with airplane multiengine and instrument airplane ratings and have a type rating for the airplane on his/her pilot certificate. A pilot who has the limitation “SECOND IN COMMAND REQUIRED” on the type rating may only instruct an applicant seeking the same privileges and limitation. A pilot with an unrestricted type rating may conduct simulator instruction for both limited and unrestricted ratings.

(2) A certificated ground instructor with a training center that holds exemption authority, qualified in accordance with exemption requirements.

(3) An ATP with the appropriate type rating on his/her pilot certificate, instructing in air transportation. The ATP can only instruct within the limitations of his/her pilot certificate as defined in subparagraph 27B of this section.

*E. Flight Instruction.* Flight instruction may only be conducted within the limitations and authorizations of the flight instructor certificate, pilot certificate, and type ratings. Instructors who hold an unrestricted type rating on their pilot certificates may conduct flight training required by FAR § 61.89(b), 61.157(f), 135.339(c), 135.347, and 135.351(c) for an applicant seeking an unrestricted type rating or single pilot operating privileges, or for an applicant seeking a type rating with the limitation “SECOND IN COMMAND REQUIRED.”

(1) Instructors who hold a type rating with a “SECOND IN COMMAND REQUIRED” limitation may only give flight instruction to applicants seeking operating privileges for a crew of two or a type rating with a “SECOND IN COMMAND REQUIRED” limitation. FAR 61.55 (d)(3) provides for an instructor to act as PIC with an SIC who is not qualified in accordance with FAR 61.55 (a) and (b).

*F. Qualification to Conduct Flight Tests.* Inspectors, examiners, and check airmen who hold unrestricted type ratings in SFAR 41 airplanes may conduct practical tests in these aircraft leading to the issuance of type ratings with or without a “SECOND IN COMMAND REQUIRED” limitation, or operating privileges for single or two pilot operations, as appropriate. Inspectors, examiners, and check airmen who hold a type rating with a “SECOND IN COMMAND REQUIRED” limitation may only conduct practical tests leading to the issuance of type ratings with a “SECOND IN COMMAND REQUIRED” limitation, or operating privileges for a two pilot operations, as appropriate. Oral testing may be conducted by an inspector, examiner, or check airman who is rated in the aircraft, regardless of a “SECOND IN COMMAND REQUIRED” limitation.

*G. Removal of the “SECOND IN COMMAND REQUIRED” Limitation from a Type Rating.* To remove the limitation, it is not necessary to complete an entire practical test (oral and flight) as a single pilot operation. All maneuvers approved for a flight simulator may be accomplished in that flight simulator for the purpose of removing this limitation. This does not change any flight simulator requirements for the original issuance of the type rating. The following maneuvers, accomplished in a single pilot environment, have been selected from FAR Part 61, Appendix A to serve as minimum testing requirement for the removal of this limitation:

(1) Normal and crosswind takeoff

(2) Powerplant failure on takeoff

(3) Maneuvering to a landing with a simulated powerplant failure

(4) Precision or non-precision approach to a landing

(5) Specific flight characteristics

(6) Normal and abnormal procedures appropriate to single pilot operations

(7) Emergency procedures appropriate to single pilot operations

**FIGURE 1-9**  
**LETTER OF SURRENDER (IN LIEU OF A RE-EXAMINATION)**

---

[*date*]

I hereby voluntarily surrender my [*type*] pilot certificate [*number*] to the Federal Aviation Administration (FAA) for [*reason, e.g., cancellation*]. I understand that this constitutes unequivocal abandonment of the certificate and that an FAA airman certificate or rating may not be reissued to me unless I again pass all the tests prescribed for its issue.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Address

**FIGURE 1-10**  
**LETTER OF SURRENDER (PENDING ENFORCEMENT ACTION)**

---

[*date*]

As the result of the occurrence at \_\_\_\_\_ on \_\_\_\_\_, (the airman must explain in full, in his or her own language, the occurrence and his or her involvement).

I hereby voluntarily surrender my pilot certificate [*number*] for whatever action the Federal Aviation Administration (FAA) may deem necessary. My rights to be heard as to why my certificate should not be amended, suspended, or revoked have been fully explained to me and are hereby waived.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Address

**FIGURE 1-11**  
**FAA FORM 8060-4, SHOWING PASSENGER CARRYING LIMITATION**

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION		III. CERTIFICATE NO. 526032230	
ii. <b>TEMPORARY AIRMAN CERTIFICATE</b>			
THIS CERTIFIES THAT		IV. JOHN (NMN) DOE V. 175 SOUTH MAIN STREET KEYWANA, NM 80010	
DATE OF BIRTH	HEIGHT	WEIGHT	HAIR EYES SEX NATIONALITY VI.
04/14/50	73 IN.	180	BROWN GREEN M USA
IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of  <b>PRIVATE PILOT</b>			
RATINGS AND LIMITATIONS			
XII. AIRPLANE SINGLE ENGINE LAND			
XIII. PASSENGER CARRYING PROHIBITED		EXPIRES 11/25/94	
THIS IS <input type="checkbox"/> AN ORIGINAL ISSUANCE <input checked="" type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE		DATE OF SUPERSEDED AIRMAN CERTIFICATE 07/15/88	
BY DIRECTION OF THE ADMINISTRATOR			
X. DATE OF ISSUANCE 10/25/94	X. SIGNATURE OF EXAMINER OR INSPECTOR <i>Wesley Crusher</i> WESLEY CRUSHER		EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO. AWP FSDO 07 DATE DESIGNATION EXPIRES ---

vii. AIRMAN'S SIGNATURE  
*John Doe*

FAA Form 8060-4 (8-79) USE PREVIOUS EDITION

**FIGURE 1-12**  
**LETTER OF TEMPORARY DEPOSIT**

---

[*date*]

As a result of the occurrence at \_\_\_\_\_ on \_\_\_\_\_, I hereby voluntarily surrender my [*pilot, mechanic, flight engineer, etc.*] certificate [*number*] for temporary deposit in the \_\_\_\_\_ District Office of the Federal Aviation Administration (FAA) until [*date*]. If, by that date, I have not demonstrated the airman competence to hold that/those rating(s) to the FAA or received an extension of time within which to take the re-examination, I understand that legal enforcement action will be taken to suspend the privileges of my airman certificate (or rating) until I demonstrate the competence prescribed in the Federal Aviation Regulations for its original issuance.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Address

**FIGURE 1-13**  
**LOSS OF CERTIFICATE AFFIDAVIT**

---

STATE OF \_\_\_\_\_

COUNTY OF \_\_\_\_\_

Mr. \_\_\_\_\_, being duly sworn, says:

1. On \_\_\_\_\_, the only airman certificate held by me was No. \_\_\_\_\_, with \_\_\_\_\_ privileges and \_\_\_\_\_ ratings.

2. By Order of Suspension (or revocation) dated \_\_\_\_\_, my airman certificate was suspended (or revoked) effective \_\_\_\_\_ for a period of \_\_\_\_\_ months (or days) (if revocation, leave period out).

3. I have made a thorough search of the places where my airman certificate could or might be found. Notwithstanding the search, I have not been able to find such certificate. I do not know where such certificate presently is nor where it may be found; I believe it to be lost.

4. For the above reason, I am unable to surrender my airman certificate number \_\_\_\_\_; however, if and when such certificate is found while suspended, I will surrender it to the Federal Aviation Administration.

\_\_\_\_\_

Airman's Signature

SUBSCRIBED AND SWORN TO before me this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

[Seal]

\_\_\_\_\_

Notary Public in and for

\_\_\_\_\_

County

State of \_\_\_\_\_

My Commission expires on \_\_\_\_\_

**FIGURE 1-14**  
**FAA FORM 8060-4, EMERGENCY FIELD ISSUANCE**

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION		III. CERTIFICATE NO. 155099880	
ii. <b>TEMPORARY AIRMAN CERTIFICATE</b>			
THIS CERTIFIES THAT		IV. JOHN (NMN) DOE V. 751 SOUTH MAIN STREET KEYWANA, NM 80010	
DATE OF BIRTH	HEIGHT	WEIGHT	HAIR
01/08/49	73 IN.	180	BROWN
EYES	SEX	NATIONALITY	
GREEN	M	USA	
IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of  COMMERCIAL PILOT			
RATINGS AND LIMITATIONS			
XII. AIRPLANE SINGLE & MULTIENGINE LAND INSTRUMENT AIRPLANE			
XIII. EMERGENCY FIELD ISSUANCE		EXPIRES 10/15/94	
THIS IS <input type="checkbox"/> AN ORIGINAL ISSUANCE <input checked="" type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE		DATE OF SUPERSEDED AIRMAN CERTIFICATE 07/15/88	
BY DIRECTION OF THE ADMINISTRATOR		EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO. AWP FSDO 07	
X. DATE OF ISSUANCE 09/15/94	X. SIGNATURE OF EXAMINER OR INSPECTOR <i>Wesley Crusher</i> WESLEY CRUSHER	DATE DESIGNATION EXPIRES ---	

FAA Form 8060-4 (8-79) USE PREVIOUS EDITION



**FIGURE 1-15**  
**FAA FORM 8710-1, APPLICATION FOR A BLUE SEAL CERTIFICATE**

TYPE OR PRINT ALL ENTRIES IN INK

Form Approved OMB No: 2120-0021

U.S. Department of Transportation Federal Aviation Administration		<b>Airman Certificate and/or Rating Application</b>																
<b>I Application Information</b> <input type="checkbox"/> Student <input type="checkbox"/> Recreational <input checked="" type="checkbox"/> Private <input type="checkbox"/> Commercial <input type="checkbox"/> Airline Transport <input type="checkbox"/> Instrument <input type="checkbox"/> Additional Aircraft Rating <input type="checkbox"/> Airplane Single-Engine <input type="checkbox"/> Airplane Multiengine <input type="checkbox"/> Rotorcraft <input type="checkbox"/> Glider <input type="checkbox"/> Lighter-Than-Air <input type="checkbox"/> Flight Instructor    Initial    Renewal    Reinstatement <input type="checkbox"/> Additional Instructor Rating <input type="checkbox"/> Ground Instructor <input type="checkbox"/> Medical Flight Test <input type="checkbox"/> Reexamination <input type="checkbox"/> Reissuance of    Certificate <input checked="" type="checkbox"/> Other <b>Blue Seal Certificate</b>																		
A. Name (Last, First, Middle) <b>FLYSWELL, JAMES CHARLES</b>		B. SSN (US Only) <b>123-45-6789</b>	C. Date of Birth Mo. <b>06</b> Day <b>27</b> Year <b>47</b>															
D. Place of Birth <b>SCOTTSDALE, AZ</b>		E. Address (Please See Instructions Before Completing) <b>781 MAIN STREET</b> City, State, Zip Code <b>TUCSON, AZ 80010</b>																
F. Nationality (Citizenship) Specify <input checked="" type="checkbox"/> USA <input type="checkbox"/> Other		G. Do you read, speak and understand English? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																
H. Height <b>72</b> in.    I. Weight <b>180</b> lbs.		J. Hair <b>RED</b>	K. Eyes <b>GREEN</b>															
L. Sex <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female		M. Do you now hold, or have you ever held an FAA Pilot Certificate? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																
N. Grade Pilot Certificate <b>PRIVATE</b>		O. Certificate Number <b>052603030</b>	P. Date Issued <b>08/15/79</b>															
Q. Do you hold a Medical Certificate? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		R. Class of Certificate <b>3RD</b>	S. Date Issued <b>06/30/95</b>															
T. Name of Examiner <b>HENRY R. COOKE, MD</b>		U. Have you been convicted for violation of Federal or State statutes relating to narcotic drugs, marijuana, or depressant or stimulant drugs or substances? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																
V. Date of Final Conviction		W. Glider or Free Balloon Pilot only: Medical Statement: I have no known physical defect which makes me unable to pilot a glider or free balloon.																
Signature		X. Date																
<b>II Certificate or Rating Applied For on Basis of:</b>																		
<input type="checkbox"/> A. Completion of Required Test		1. Aircraft to be used (if flight test required)																
2. Total time in this aircraft		2b. Pilot in command																
hours		hours																
<input type="checkbox"/> B. Military Competence Obtained in		1. Service																
2. Date Rated		3. Rank or Grade and Service Number																
4. Has flown at least 10 hours as pilot in command during the past 12 months in the following military aircraft.																		
<input type="checkbox"/> C. Graduate of Approved Course		1. Name and Location of Training Agency or Training Center																
2. Curriculum From Which Graduated		1a. Certification Number																
3. Date																		
<input type="checkbox"/> D. Holder of Foreign License Issued By		1. Country																
2. Grade of License		3. Number																
4. Ratings																		
<input type="checkbox"/> E. Completion of Air Carrier's Approved Training Program		1. Name of Air Carrier																
2. Date		3. Which Curriculum <input type="checkbox"/> Initial <input type="checkbox"/> Upgrade <input type="checkbox"/> Transition																
<b>III Record of Pilot time (Do not write in the shaded areas.)</b>																		
	Total	Instruction Received	Solo	Pilot in Command	Second in Command	Cross Country Instruction Received	Cross Country Solo	Cross Country Pilot in Command	Instrument	Night Instruction Received	Night Take-off/Landing	Night Pilot in Command	Night Take-off/Landing Pilot in Command	Number of Flights	Number of Aero-Tows	Number of Ground Launches	Number of Powered Launches	Number of Free Flights
Airplanes	350	80	270	250	20	10	45	35	25	17	25	55	48					
Rotorcraft																		
Glider																		
Lighter Than Air																		
Training Device Simulator																		
IV Have you failed a test for this certificate or rating? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No    Within the Past 30 days? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																		
V Applicant's Certification — I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge, and I agree that they are to be considered as part of the basis for issuance of any FAA certificate to me. I have also read and understand the Privacy Act statement that accompanies this form.																		
Signature of Applicant <i>James Charles Flyswell</i> Date <b>09/19/95</b>																		
<b>FAA Use Only</b>																		
EMP	REG	D.O.	SEAL	CON	ISS	ACT	LEV	TR	S.J.	SRCH	WTE	SATFNG (1)						

FAA Form 8710-1 (7-92) Supersedes Previous Edition

**FIGURE 1-15—Continued**  
**FAA FORM 8710-1, APPLICATION FOR A BLUE SEAL CERTIFICATE (REVERSE SIDE)**

<b>Instructor's Recommendation</b>					
I have personally instructed the applicant and consider this person ready to take the test.					
Date	Instructor's Signature		Certificate No.	Certificate Expires	
<b>Air Agency's Recommendation</b>					
The applicant has successfully completed our _____ course, and is recommended for certification or rating without further _____ test.					
Date	Agency Name and Number		Official's Signature		
			Title		
<b>Designated Examiner's Report</b>					
<input type="checkbox"/> Student Pilot Certificate issued (Copy attached) <input type="checkbox"/> I have personally reviewed this applicant's pilot logbook, and certify that the individual meets the pertinent requirements of FAR 61 for the pilot certificate or rating sought. <input type="checkbox"/> I have personally reviewed this applicant's graduation certificate, and found it to be appropriate and in order, and have returned the certificate. <input type="checkbox"/> I have personally tested and/or verified this applicant in accordance with pertinent procedures and standards with the result indicated below. <div style="margin-left: 40px;"> <input type="checkbox"/> Approved—Temporary Certificate Issued (Copy Attached)  <input type="checkbox"/> Disapproved—Disapproval Notice Issued (Copy Attached) </div>					
Location of Test (Facility, City, State)			Duration of Test		
			Ground	Simulator	Flight
Certificate or Rating for Which Tested		Type(s) of Aircraft Used		Registration No.(s)	
Date	Examiner's Signature	Certificate No.	Designation No.	Designation Expires	
<b>Evaluator's Record For Airline Transport Certificate/Rating Only</b>					
Oral	Inspector	Examiner	Signature	Date	
Approved Simulator/Training Device Check	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____	
Aircraft Flight Check	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____	
Advanced Qualification Program	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____	
<b>Inspector's Report</b>					
I have personally tested this applicant in accordance with or have otherwise verified that this applicant complies with pertinent procedures, standards, policies, and or necessary requirements with the result indicated below.					
<input checked="" type="checkbox"/> Approved—Temporary Certificate Issued <input type="checkbox"/> Disapproved—Disapproval Notice Issued					
Location of Test (Facility, City, State)			Duration of Test		
SCOTTSDALE, AZ			Ground NA	Simulator NA	Flight NA
Certificate or Rating for Which Tested		Type(s) of Aircraft Used		Registration No.(s)	
PRIVATE PILOT		NA		NA	
<div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Student Pilot Certificate issued  <input type="checkbox"/> Examiner's Recommendation  <div style="margin-left: 20px;"><input type="checkbox"/> ACCEPTED   <input type="checkbox"/> REJECTED</div> <input type="checkbox"/> Reissue or Exchange of Pilot Certificate  <input type="checkbox"/> Special medical test conducted—report forwarded to Aeromedical Certification Branch, AAM-130 </div> <div> <input checked="" type="checkbox"/> Certificate or Rating Based on  <input type="checkbox"/> Military Competence  <input type="checkbox"/> Foreign License  <input type="checkbox"/> Approved Course Graduate  <input checked="" type="checkbox"/> Other Approved FAA Qualification Criteria (logbook record)  <input checked="" type="checkbox"/> Certificate Issued  <input type="checkbox"/> Certificate Denied </div> <div> <input type="checkbox"/> Instructor   <input type="checkbox"/> Flight   <input type="checkbox"/> Ground  <input type="checkbox"/> Renewal   <input type="checkbox"/> Approved  <input type="checkbox"/> Reinstatement   <input type="checkbox"/> Disapproved  <b>Instructor Renewal Based on</b>  <input type="checkbox"/> Activity   <input type="checkbox"/> Training Course  <input type="checkbox"/> Acquaintance   <input type="checkbox"/> Test </div> </div>					
Training Course (FIRC) Name		Graduation Certificate No.		Date	
Date	Inspector's Signature			FAA District Office	
09/29/95	<i>John L. Hightower</i>			AWP FSDO 07	
<b>Attachments:</b>					
<div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Student Pilot Certificate (copy)  <input type="checkbox"/> Report of Written Examination  <input checked="" type="checkbox"/> Temporary Pilot Certificate (copy) </div> <div> <input checked="" type="checkbox"/> Airmans Identification (ID)  <b>ARIZONA DRIVER'S LICENSE</b>  Form of ID  123456789  Number  03/17/96  Expiration Date </div> <div> <input type="checkbox"/> Notice of Disapproval  <input checked="" type="checkbox"/> Superseded Pilot Certificate  <input type="checkbox"/> Answer Sheet Graded  <input type="checkbox"/> Answer Sheet Graded (Foreign Instrument) </div> </div>					

\*U.S.GPO:1993 J-769-399

**FIGURE 1-16**  
**FAA FORM 8060-4, BLUE SEAL CERTIFICATE**

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION						III. CERTIFICATE NO. <b>052603030</b>	
II. <b>TEMPORARY AIRMAN CERTIFICATE</b>							
THIS CERTIFIES THAT		IV. <b>JOHN (NMN) DOE</b> V. <b>751 SOUTH MAIN STREET</b> <b>KEYWANA, NM 80010</b>					
DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY VI.	
<b>06/27/47</b>	<b>73</b> IN.	<b>180</b>	<b>BROWN</b>	<b>GREEN</b>	<b>M</b>	<b>USA</b>	
IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of <p align="center"><b>PRIVATE PILOT</b></p>							
RATINGS AND LIMITATIONS XII. <b>AIRPLANE SINGLE ENGINE LAND</b>							
XIII. THIS IS <input type="checkbox"/> AN ORIGINAL ISSUANCE <input checked="" type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE				DATE OF SUPERSEDED AIRMAN CERTIFICATE <b>09/28/90</b>			
BY DIRECTION OF THE ADMINISTRATOR						EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO. <b>AWP FSDO 07</b>	
X. DATE OF ISSUANCE		X. SIGNATURE OF EXAMINER OR INSPECTOR		DATE DESIGNATION EXPIRES			
<b>10/25/94</b>		<i>Wesley Crusher</i> <b>WESLEY CRUSHER</b>		---			

FAA Form 8060-4 (8-79) USE PREVIOUS EDITION

**FIGURE 1-17**  
**SAMPLES OF STUDENT PILOT CLASS B AIRSPACE ENDORSEMENTS**

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FAR § 61.95(a)

I certify that [*name of student pilot*] has received ground instruction on operations in [*name of specific Class B airspace*]. I have given flight instruction to [*name of student pilot*] on operation in [*name of specific Class B airspace*] and have found him/her competent to conduct solo flight in [*name of specific Class B airspace, e.g., Washington Class B airspace*] only.

[*Date of endorsement, flight instructor's name, certificate number, and expiration date.*]

FAR § 61.95(b)

I certify that [*name of student*] has received ground instruction on operations at [*name of airport in Class B airspace*]. I have given flight instruction on operations at [*name of airport in Class B airspace*] to [*name of student pilot*] and have found him/her competent to conduct solo flight at [*name of airport in Class B airspace, e.g., Washington Executive Airport*].

[*Date of endorsement, flight instructor's name, certificate number, expiration date.*]